Exhibit 39

2.0

there put fuelers on a schedule for, hey, you're going to go from this flight to this flight.

And also, after that, it was to drive on the airport and just monitor the fuelers, if they needed help with something, or also monitor their safety. So making sure they're wearing their uniform. Making sure they're wearing their vest, earplugs, had their boots on. Make sure -- just come and check on them and make sure their equipment is running properly.

And also, if they call me, I would go assist them, or, you know -- and also just change things throughout the operation. Maybe the guy might call me and be, hey, my flight never showed up, and then I might just change their flights around.

Q. Right. Were you also in charge of providing breaks for people, like when they can go on --

A. Oh, yes, of course. So you would -- when you schedule flights, you would -- before their fifth hour, California law, you try to find a break period for 30 minutes. There were days that sometimes the way the flights came in, you know, the guys would be fueling and would go over that because they're still on the aircraft. You can't just leave the aircraft. They would have to take their break after they were done fueling the aircraft.

- Q. Right. So the fuelers under your supervision, they depended on you for when they can take their breaks?
- A. Yes. They would take -- some of the guys were, Hey, I need to take a break, or asking ahead of time, Hey, what time am I taking my break? So everything would be coordinated depending on what's going on on the operation at the time.
- Q. And then, like you said, there are times where the fuelers would depend on you to help out with a particular situation. So you become kind of like an extra hand as well?
- A. Say that again. Like, what do you mean? Sorry.
- Q. Like if they're busy or they're shorthanded, you could come in also to help them?
- A. Yeah, if there was something going on in the operation, I would report to my duty manager, know what's going on, let him know, Hey, we're short. Can I get some assistance from your side? And if we didn't have the manpower, I would help on a flight and hook up and help, you know.
- Q. Exactly. Okay. And then, during the swing shift, how many fuelers did you normally supervise?
 - A. On a busy day, on a really busy day, I have

Can you tell me, by August of 2018, how long you had been working with Renaldo Navarro at that time?

- A. Good question. Do you mean like how long had

 I been working with him as a co-worker, as like a -how do you say -- as a -- supervisors together or as,
 in general, a fueler and a supervisor?
 - Q. Yes. In general.

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A. Since I began working for ASIG in 2016, I was his night fueler. So I began working with him as a night fueler, and then once I got promoted, I became a swing supervisor, so I would transfer my information to him.

And then while -- our schedules changed, and then I would cover the days he was off as a swing -- I mean, as a graveyard. And then there -- if someone called off, and I would see him from the night shift or into the morning shift, or I would cover his sick day. So, yeah, I worked with him a lot.

- Q. Gotcha. And what was your general opinion with regards to Ray Navarro and how he did his job?
- A. Oh, Ray's a great supervisor. There's no questions asked. He was there for a long time, and, you know, he's -- he did his job.
- Q. And you and Ray -- at some point you and Ray started to have, like, difference of opinion with

- you having problems with him, Mr. Dodge?
- A. Rafael didn't work with me on my side of the airport.
- Q. Oh, I see. I see. So he's on another side of the airport?
 - A. Yes.

2.0

Q. Gotcha. Okay. So it looks like, from this statement that he signed, that says that he was asked by Menzies Aviation fuelers to write a petition on behalf of the fuelers on the 130 side.

Did you know that they -- that these fuelers submitted two petitions? Did you know that?

- A. No, I did not.
- Q. Okay. So, based on your responses, is it fair to say that nobody from Menzies Aviation ever sat you down to discuss one or two petitions that were written out against you at that time while it was happening?
- A. No. I'm the one that brought it up to Renil, saying that there was a petition going around, because one of the fuelers had called me about it.
- Q. So you knew that a petition was going around, but nobody from Menzies Aviation management ever kind of, like, sat down with you or talked to you about it, right? Is that correct?
 - A. No, I don't -- I never, no.

Q. And you found out that there was a petition 1 going around against you, but you never read the actual 2 3 petition. Is that how it was? Yeah, I never got to see it, no. 4 And you're saying that the first time you saw 5 it was actually a part of this litigation. Is that 6 what you're saying? 7 A. Yes. 8 MR. URIARTE: Let's put up Exhibit 5, please. 9 VIDEO OPERATOR: Okay. Coming up shortly. 10 MR. URIARTE: Thank you. 11 (Plaintiff's Exhibit 5 marked for 12 identification.) 13 MR. URIARTE: It's not a very good copy, so I 14 guess Exhibit 5, Mr. Dodge, if we can just make it 15 smaller so he sees the whole thing. There you go. 16 Α. Yeah. 17 Is this the letter that you wrote after you 18 found out that a petition was being turned in against 19 2.0 you? I can't read what I wrote, but I think this is 21 the one I wrote after I found out there was a petition. 22 One of the fuelers called me. 23 Q. Correct. Correct. If you go to the bottom of 24 25 it, I think this is your signature, right?

- Yeah. Α. 1 0. That one there? 2 3 Α. Yes. Okay. And did you have a meeting with Menzies Q. 4 management about this letter at all? 5 I do not recall -- I don't remember from when 6 I wrote it. I think I wrote it during my shift, and I 7 turned it in or -- I either wrote it in the office with 8 Raul at the time or -- I just don't remember. 9 Q. I see. I see. So it's possible that you 10 wrote it with the assistance of Raul. Is that what 11 you're saying? 12 A. Yeah, it was Raul or Renil that told me to 13 write -- write a statement. 14 Q. And why did they tell you to write a 15 statement? Do you know? 16 A. Just to have it on file that they were going 17 to look into it. 18 Q. Okay. But how did that meeting start? Was 19 that -- like, why did you kind of arrive at that 2.0
 - meeting?

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- A. Like, why did I -- are you saying, like, why did I write it or --
- No. Well, you said that you had a meeting with Raul or Renil --

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I, CINDY TUGAW, a Certified Shorthand Reporter of the State of California, duly authorized to administer oaths pursuant to Section 8211 of the California Code of Civil Procedure, do hereby certify that

ANDREW DODGE,

the witness in the foregoing deposition, was by me duly sworn to testify the truth, the whole truth and nothing but the truth in the within-entitled cause; that said testimony of said witness was reported by me, a disinterested person, and was thereafter transcribed under my direction into typewriting and is a true and correct transcription of said proceedings.

I further certify that I am not of counsel or attorney for either or any of the parties in the foregoing deposition and caption named, nor in any way interested in the outcome of the cause named in said caption.

Dated the 7th day of August, 2020.



CINDY TUGAW CSR No. 4805 (California)